

HICKS-BEACH QUILTS BALFOUR'S CABINET, MANY CHANGES DUE.

Power of Joseph Chamberlain, It Is Believed, Will Be Vastly Increased.

HIS SON IS TO BE PROMOTED.

Premier Will Continue Government Leader in House and First Lord of Treasury.

NEW ELECTION MAY BE HELD.

Lively Scene in Commons When Lord Salisbury's Successor Appeared Before His Long-Time Colleagues.

London, July 14.—A. J. Balfour, nephew and successor of Lord Salisbury, was today formally greeted as Great Britain's Premier, and the new regime began its work.

The momentous change was marked by only one really dramatic incident, the resignation of Sir Michael Hicks-Beach from his post of Chancellor of the Exchequer.

Yet this lack of outward show and public prelude to a new chapter in English history is by no means representative of the disturbance which the sudden transition created among the undercurrents of political life.

It is safe to say that Sir Michael Hicks-Beach is only the first of several whose names have figured largely before the public in the last half century and who now will disappear from the political arena.

Nothing absolutely definite is yet settled, but the Unionist party expects shortly to hear of the resignations of Earl Halsbury, Lord High Chancellor; Lord James of Hereford, Chancellor of the Duchy of Lancaster; and Lord Cadogan, Lord Lieutenant of Ireland.

For Sir Michael Hicks-Beach's place, the Right Honorable P. W. Hanbury, now president of the Board of Agriculture, is the favorite.

Chamberlain Still Rules Colonies.

In the pending reconstruction, which may not be completed for some time to come, Mr. Balfour, much to the delight of the Unionists, will remain the leader of the House of Commons and First Lord of the Treasury, with Mr. Chamberlain, still in command of the Colonies, as his first lieutenant.

If Earl Halsbury, on account of his great age, fulfills predictions by resigning, Baron Alverstone will succeed to the woolsack, Sir Richard Henn Collins becoming Lord Chief Justice, Sir R. B. Finlay succeeding him as master of the rolls; Sir H. Carson, now Solicitor General, becoming Attorney General, and probably Charles Alfred Cripps, Attorney General to the Prince of Wales, succeeding to the solicitor generalship.

On one point the members of the House of Commons, who throughout the day animatedly discussed the new state of affairs, seemed practically unanimous, and that is that Austen Chamberlain, Financial Secretary to the Treasury, will be promoted, a majority mentioning him as likely to succeed Mr. Hanbury should the latter take the chancellorship of the exchequer.

Friends of Mr. Balfour also said that he is certain to require the advice in his cabinet council of his great friend, George Wyndham, now Chief Secretary for Ireland.

Much Gossip About Changes.

There is no little gossip concerning some change in the position of Lord George Hamilton, now Secretary of State for India, one well-known member of the House of Commons saying he had heard that Lord George Hamilton was among those who would throw up their portfolios. Lord Hamilton's brusque manner, the Marquis of Lansdowne, is regarded as certain to remain in the Foreign Office, where he is carrying out lines laid down by Lord Salisbury.

Mr. Balfour's first appearance in the House of Commons as Premier was dramatic, a series of the man and of the Assembly. From the party meeting at the Foreign Office the members trooped over en bloc and shortly after 2 o'clock the House was packed.

Balfour's Greeting by the House.

Both front benches were filled with Ministers and ex-Ministers, except for a vacant place opposite the mace, where Mr. Balfour was such a familiar figure.

Peers came into the strangers' gallery and leaned expectantly over the rails.

Amid a nervous, ceaseless chatter of questions which were rattled through, Sir Michael Hicks-Beach sat gloomily among the colleagues he was soon to leave.

Suddenly the chatter ceased, and there arose from behind the Speaker's chair the long, thin figure of the Prime Minister.

From all sides the house there rose a chorus of "Hearty!"

The members rose and kept up the applause until Mr. Balfour, who sat down at the Treasury bench, nearly falling over Sir Michael Hicks-Beach's feet, reached his seat and buried his head in a voluminous question paper. He was blushing like a schoolboy.

"MONROE NOT THE AUTHOR."

Harvard Professor Gives Adams Credit for Monroe Doctrine.

REPUBLIC SPECIAL.

Chicago, July 14.—The Monroe Doctrine and President Monroe were discussed by Professor Albert Bushnell Hart of Harvard University in a lecture at the University of Chicago this afternoon.

"Monroe was not the father of the so-called doctrine," said Professor Hart, "and it is doing him too much honor to attribute it to him. It was solely the work of John Quincy Adams, who kept urging Monroe to take the step, until he yielded, rather than against his will."

"Monroe was an honest, God-serving man, who went to church and paid his debts, but he was no statesman. Adams wrote the doctrine himself, and it appeared in President Monroe's message in exactly the same form in which Adams put it."

SMOTHERED UNDER TONS OF WHEAT.

Eight-Year-Old George Keller Is Drawn Into Grain Elevator on Endless Chain.

GRAIN IN AN ELEVATOR.

Frantic Search for Body Directed by Grief-Stricken Father—Thought He Might Be Alive.

George, the 8-year-old son of William Heller of Hemp Station, about three miles northeast of French Village, St. Clair County, was caught in a stream of wheat yesterday afternoon and smothered to death before help reached him. The wheat was being automatically moved into an elevator when the accident occurred.

George, with his father, had gone to Hemp Station to unload a quantity of wheat into the elevator there. The wheat was in freight cars, and an endless chain was used to transfer the grain from the cars to the elevator.

While the men were engaged in unloading the grain, George was playing about the cars. Toward the latter part of the afternoon Mr. Heller missed the boy and sought him everywhere. The children about the elevator said they had seen him last near the endless chain of buckets which raises the grain into the elevator. For some time the father and his friends hoped against hope almost that the little fellow had not been caught and buried beneath tons of wheat in the elevator, but finally a party was set to work digging in the mass of grain.

This was transferred as well as could be from one bin to the other and finally one of the workmen caught sight of a little shoe. He hurriedly notified the other men and they worked about him. It was almost impossible they knew for the boy to be alive under the weight of grain, and when they finally released his body they discovered that he was dead.

The grief of the father when he was advised of the death of his son was pitiable. Friends assisted him to his home and others formed a stretcher on which they carried the form of the little fellow. Deputy Coroner Brichler of East St. Louis held the inquest last evening, returning a verdict of accidental death.

Another Victim of DOOLEY-HARRIS FEUD.

William Dooley Killed Last Night by Frank Harris in Woods North of Loughboro.

REPUBLIC SPECIAL.

Flat River, Mo., July 14.—The well-known Dooley-Harris feud resulted this evening in another death. Frank Harris shot and killed William Dooley in the woods north of Loughboro about 7 o'clock.

Last Wednesday Dooley shot William Harris, Frank's brother, on an M. & R. & T. train as it left Doe Run. Since that time other members of the Harris family have been looking for Dooley.

They traced him to Loughboro, and Frank Harris shot his brother's slayer at his hiding place in the hills north of there. Nothing is known of where Harris went after the killing. Few details could be learned of Dooley's death. Each family has sworn to kill the other, and as most of the men have been killed already, the women are taking up the fight, which will last until all connected with either family are killed.

LEADING TOPICS

TO-DAY'S REPUBLIC.

THE SUN RISES THIS MORNING AT 4:45 AND SETS THIS EVENING AT 7:22.

THE MOON SETS TO-MORROW MORNING AT 1:20.

WEATHER INDICATIONS.

For St. Louis and vicinity—Partly cloudy, with possibly thunderstorms. For Missouri and Arkansas—Fair and warm Tuesday and Wednesday.

For Illinois—Fair Tuesday; cooler in north Wednesday. For East Texas—Fair Tuesday and Wednesday.

For West Texas—Fair in south, showers and thunderstorms in north Tuesday; Wednesday fair and warm.

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1. July Corn Deal Shows Sign of Failure. Hicks-Beach Quits Balfour's Cabinet.

2. Took Fatal Draft Before Her Mother. Chautauqua Open Regular Courses. Railway News and Gossip.

3. James Stewart's Will in Probate. French Made Merry. Crusade Against Free Telephones.

4. Social News and Announcements. Boy Drowned While Bathing in River. Taft Instructed to Stand Firm.

5. Form in Evidence at Delmar. The Republic Form Chart.

6. Oarsman and Craft Rescued From River. Editorial. Double Wedding in Clayton.

7. Lord Parnell's Body in England. New Terminal Must Insure Competition. Quarrel Over Pool Game.

8. Broke Wheat-Yield Record. Searched Husband's Pockets. 10. Republic "Want" Advertisements.

11. Birth, Marriage and Death Records. New Corporations.

12. Rooms for Rent and Real Estate Advertisements.

13. Bull Stock Brokers Campaign. Local Securities Again Firm.

14. Summary of St. Louis Markets. Grain Closes Lower, With Light Demand. Slump in July Corn in Chicago.

JULY CORN DEAL SHOWS SIGNS OF BEING A FAILURE.

Gates Clique Stunned by Heavy Receipts Yesterday and Price Tumbled Five Cents.

BULLS WITHDREW SUPPORT.

Thousand Cars Expected to Arrive at Chicago To-Day—September Is Down to Sixty-One Cents.

GRADING SHOWS IMPROVEMENT.

This Also Occasions Manipulators Anxiety—May Be Forced to Take Several Million Bushels of Cash Corn.

REPUBLIC SPECIAL.

Chicago, Ill., July 14.—Big receipts of cash corn today, in consequence, the price broke 2½ cents an hour before noon. Opening at 58½ cents, it closed at 56½ cents, slumped to 55½ cents, reacted to 56½ cents and finally closed at 56½ cents. September corn closed at 61 cents.

The trade expects a thousand cars of corn to arrive.

Besides the increase in the movement, improved grading is also giving the bulls cause for anxiety. Additions to the contract stock today, which the New York crowd must look after, were about 50,000 bushels, part of which was included in the day's receipts and part of which is contract corn turned out of private elevators.

BOARD OF TRADE MAY GRANT PETITION FOR MARGINAL PRICE.

The bulls, seeing this large quantity of cash corn piling up around them, withdrew their support from the July commodity.

Possibility that the directors will lend an ear to the petition for a marginal price also tended to disturb the bulls, as such action would mean an additional drain on them, for the reason that they would be forced to put up so much margin.

Before this question is settled, it will go to a vote of the full board. It is said that the directors have no authority to act.

The Gates contingent, at the opening today, consisted of themselves and keeping the corn market steady, large receipts of that cereal making the price of the September commodity weak, while July—during the early hours following the opening—shuffled up and down between 55½ and 56 cents, which was the closing price Saturday. September, opening at 58½ to 59½ cents, slightly under the closing, slid down during the same hours to 56½ cents.

BULL CLIQUE MAY BE FORCED TO TAKE MILLIONS OF BUSHELS.

Brokers supported July at 56½ cents, and Barker, who supposedly acts for the Gates crowd—sold September. There was, however, no great trading.

With the beginning of the last critical fortnight in July for the corn—only fifteen days being left to end the deal—interest in the outcome of the corn market. With money enough at the command, however, to put their speculation through regardless of what conditions confront them, it is probable the men engineering the corn corner, whether losers or gainers, will be indifferent to making the outcome public.

If the bulls should be forced to take several millions of cash corn, they will likely do it without a whimper.

SHIPPED BACK FROM BOSTON.

Chicago Shorts Secure 100,000 Bushels of Corn in the East.

Boston, July 14.—About a hundred thousand bushels of corn have been shipped from Chicago, have been taken out of the Hoosac Tunnel elevator in this city and shipped back to Chicago. The demand for corn by the shorts in the corn market is the cause of this unusual shipment.

Probably this is the first time in history that any considerable bulk of corn has been sent to Western market from Boston. There was nothing in the schedule of rates to cover a shipment of corn going West, but it was finally decided to charge the same rates as are charged for corn shipped East.

ATTEMPTED SUICIDE ON HIS WIFE'S GRAVE.

Adam Ruppertus, an Evansville Tailor, Cut His Wrists and Lay Down to Die.

REPUBLIC SPECIAL.

Evansville, Ind., July 14.—Adam Ruppertus, aged 44 years, a merchant tailor, tried to commit suicide on his wife's grave at Locust Hill Cemetery late this evening.

He cut the artery in his left wrist with a pocket knife. When found he was unconscious from the loss of blood. He is still in a serious condition.

GOVERNMENT BUILDING PLANS.

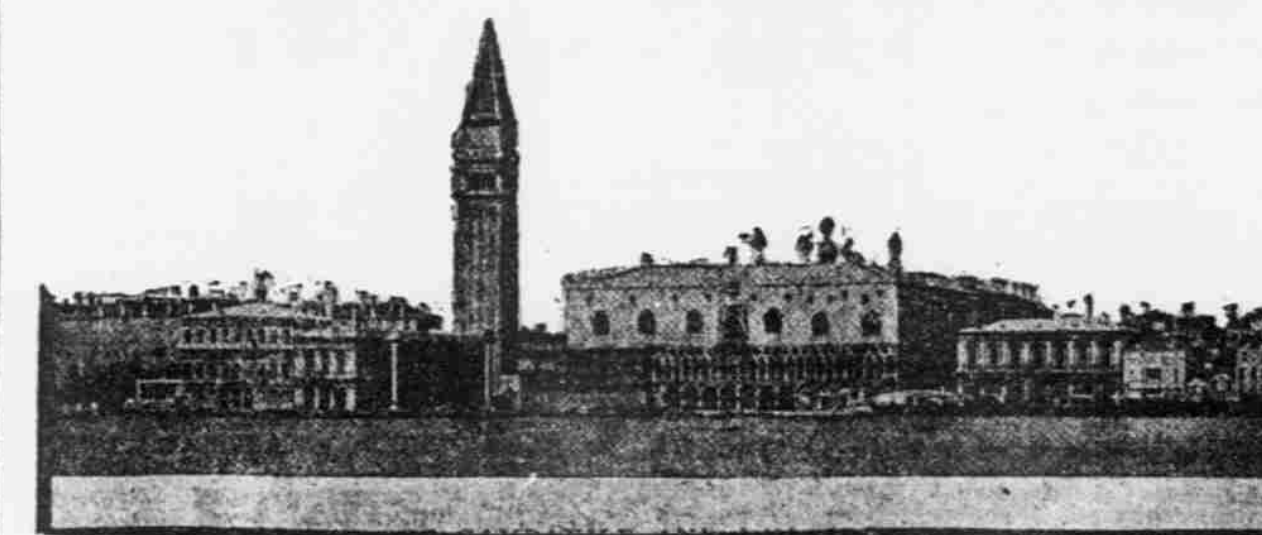
Board of Management Approves Architect's Drawings.

Washington, July 14.—The Board of Management of the Government exhibit met today for the first time since the passage of the sundry civil bill, which carries with it the appropriation for the Government buildings and exhibit. Although the board—which is composed of executive officers of the Government departments—has been incorporated for almost a year, this was but its second meeting, a former meeting having been held in November. The board has been handicapped by the lack of funds, which explains the apparent delay.

Immediately after the meeting to-day was opened by Colonel Brigham, Assistant Secretary of Agriculture, Mr. F. H. Wheaton, representing the supervising architect, was presented and explained the drawings of the proposed Government buildings, the preliminary plans of which were accepted by the board with some minor changes.

The committees in charge of the different branches of the Government exhibit were then asked as to their respective reports and, upon learning that many points were yet to be solved and agreed upon, the meeting adjourned until 9 o'clock, September 2, when it is thought all the committees will have reached a conclusion and be ready to report to the board.

ART TREASURE OF VENICE IS IN RUINS.



THE CAMPANILE, WHICH COLLAPSED YESTERDAY, AND THE DUCAL PALACE AT VENICE.

The Campanile or Bell Tower of St. Mark's, stood at the angle which the small piazza makes with the main piazza leading toward the canal, by which water approach is given to the church. The tower was a quadrangular mass of brick, more than forty feet square at the base, with a pyramidal pinnacle.

At the top of the tower was the figure of an angel, colossal in size, represented with outspread wings. The entire tower reached an altitude of 323 feet.

The tower was built about 900 A. D., many years after the church itself was erected.

St. Mark's is well known as the most beautiful example of richness of decoration and material that exists in the history of architecture. The spoils of countless buildings have contributed to its make-up and it, therefore, forms a museum of sculpture of almost every century and school from the Fourth Century down to the latest Renaissance.

The original chapel of St. Mark's was erected in 828 over the body of the saint, brought from Alexandria. St. Mark replaced St. Theodore as patron saint of Rome on his arrival and his chapel was naturally the most carefully decorated of all. The chapel was burned in 976 and rebuilt under the rule of the next Doge of Venice.

The work was carried on under successive rulers of Venice, and every one added some decoration to it, whether mosaics, sculptures, wall linings or columns of precious marbles. The whole interior lining of the church is in porphyry or in plain white marble, afterwards covered with gold.

A list of the names of the men who have contributed to the embellishment of the Cathedral would read like a list of the men who have made the artistic fame of Italy.

CHICAGO STRIKE COSTS \$1,000,000 DAILY; \$500 A DAY IS THE STAKE.

Merchants Are the Chief Losers in Tremendous Struggle Between 10,000 Freight Handlers and Twenty-Four Railroads—May Undertake to Handle Their Own Goods if Teamsters, Who Have Struck in Sympathy, Fail to Return to Work To-Day—Nominally, Dispute Is Over 1-2 Cent Wages Per Hour Per Man.

CHARGES OF BAD FAITH MADE ON ALL SIDES AND FEELING IS GROWING MORE BITTER.

A million dollars a day is the price Chicago is paying for a strike of freight handlers employed in the depots of twenty-four railroads.

Prospects are that the struggle will be indefinitely prolonged, and the general share of loss is falling on the Chicago public.

The nominal cause of all the trouble is a difference of one-half cent per hour per man to be paid as wages to the 10,000 freight handlers now on strike. The question of how far the Freight Handlers' Union shall dictate certain matters of management to the railroads, through the union officers, is incidentally raised.

The men were receiving 15 cents an hour. After striking without notice, they demanded 15 cents, and the railroads offered 17 cents. Through the Boards of Arbitration, the men assured the railroads that they would accept 17½ cents, but when conferences were called with this understanding, some of the committees presented demands for 18 cents. Now charges of bad faith are made all around, and feeling is bitter.

The Teamsters' Union struck in sympathy with the freight handlers, in spite of the fact that it had a distinct contract with the employing roads. The officers of this union used every effort to induce the men to live up to their agreement without result.

Commission men, who are the heaviest losers, will endeavor to move their own freight, if the teamsters do not return to work to-day.

Chicago, July 14.—While the wholesale business of this city is almost completely paralyzed, and while its business men are standing a loss of \$1,000,000 a day, the striking freight handlers and the railroads are in a deadlock, and announce their determination to fight to a finish over the question of one-half a cent per hour per man, or a total of \$500 for every twenty-four hours, this being divided on one side between twenty-four railroads and on the other between 10,000 men.

The situation to-day is more serious than at any time since the commencement of the trouble, and at no time since the walkout have the points at issue been so obstinately maintained.

Three times to-day the freight handlers sent committees to meet the general managers, and three times they came back without results. The last committee was sent out by President Curran of the freight handlers at the demand of the teamsters, who wanted something done toward a settlement. This time the committee was started so late in the afternoon that it was a foregone conclusion that they would not find many of the general managers at their offices. All the committees reported as before, they had failed of any result.

Refused to See the Committee.

The committee that went to the Milwaukee and St. Paul road came back bearing the information that they had been refused admission, and were informed that their former employers did not care to receive them; that they had all the men necessary in their business, and that hereafter no deputations would be received from the employees who had gone on strike.

The officials of the road declared later that they would maintain this position. After this had been reported at headquarters of the strikers, President Curran announced that the fight was on to a finish, and that hereafter when the railroads had any overtures to make, or wished to do any business with their employees, they would be compelled to transact such business through the officers of the Freight Handlers' Union.

Both sides now declare that they have reached the limit and that absolutely nothing will be conceded. The men demand 17½ cents, and the managers say that they will not under any circumstances pay more than 16 cents.

Business Men Losing Heavily.

The business men of the city, particularly those who deal in perishable goods, are growing restive and declare they can endure the situation but a short time longer. It is costing them more than either the strikers or the railroads, and they say that if the strike shall not be settled within a week many of them will be badly crippled.

To bring about an end to the blockade which is maintained by the strikers and their friends, the teamsters, the commission men of South Water street met this afternoon to take matters into their own hands.

They decided to drive their own wagons to the depots to-morrow and remove from them all of the goods that had been consigned to them, most of which is being rapidly ruined.

A message was sent to Mayor Harrison asking if police protection would be given them, and the word was received that ample protection would be afforded.

Just at this time, however, word was received that President Young of the Teamsters' National Union had arrived in the city, and that a meeting of the executive officers of that body would be held to consider the advisability of ordering the men now on strike to return, or of calling out every teamster in the city who is affiliated with the union.

The merchants decided to await the results of this meeting, and if the teamsters refused to return, or if they did not return when ordered back, they would go for their own freight.

A mass meeting of the commission men will be held at 5 o'clock to-morrow morning to take action. It is not likely the teamsters will return to work, even if ordered by their officers.

Charges of Bad Faith Made.

Charges of bad faith were numerous between President Curran of the Freight Handlers' Union, Secretary Driscoll of the Chicago Arbitration Board and some of the railroad managers.

These triangular accusations were made after the various committees appointed to-day had gone to the railroad managers with an amended schedule of wages and with power to act. Committees which were sent to Santa Fe, Chicago and Northwestern, Illinois Central and other railroad managers are said to have asked for a scale of 18 cents an hour.

This was half a cent above the schedule which the managers had been assured by both the State Board of Arbitration and the Chicago Business Men's Board of Arbitration would be accepted. Some of the managers refused promptly to consider the proposition; others told the committees to return later in the day.

Arbitrary Demands Are Made.

Secretary Driscoll began an investigation and said, that he learned that some of the committees, instead of submitting the schedule agreed upon, presented others, and that they did it under the approval of President Curran of the Freight Handlers' Union, who said that 18 cents would be asked and if refused 17½ cents would be asked.

"That puts us in a nice position before the railroad managers," said Secretary Driscoll, bitterly.

"President Curran has broken faith with us and has gone squarely back on his word. That settles matters between the board and freight handlers. We shall not attempt to dissuade teamsters if they desire to return to work to-morrow. If they do that it means defeat for the freight men."

"As a matter of fact, the teamsters have been the backbone of this strike. I do not believe they are going to permit themselves to be used as a club to conduct us."

Wagons Attacked Without Cause.

One driver to-day took two small packages to the depot of the Pennsylvania road, and at last accounts he was still besieged there.

The firm of J. V. Farwell & Co. to-day attempted to make a club to conduct us from their warehouse to their store, on Market, and a crowd of men and boys surrounded the wagons, cut the traces and refused to allow the wagons to proceed. The wagons had not been near a freight depot and were not bound for one. The strikers would give no reason for their attack.

ANCIENT BELL TOWER SUDDENLY COLLAPSES IN SQUARE AT VENICE

Campanile's Ruins Piled 100 Feet High in Front of St. Mark's Cathedral.

FAMOUS AS AN ART TREASURE.

Built More Than 1,000 Years Ago and Admired by Generations of Travelers.

CRASH STARTLES WHOLE CITY.

Soldiers and Police Manage to Alay the Panic—Deputies Will Try to Raise Funds to Rebuild the Structure.

EARTHQUAKE MAY HAVE CAUSED CAMPANILE'S FALL.

Vienna, July 14.—Professor Belar, head of the Seismic Observatory at Labach, Austria, is of the opinion that the earthquake in Salonica, European Turkey, completed the destruction of the Campanile of St. Mark's, in Venice, which had shown the effects of the recent disturbances of earth and sea in Northern Italy.

Professor Belar says he noticed a marked inclination of the Campanile at Easter.

Venice, July 14.—The Campanile, the bell tower of St. Mark's Cathedral, which has been the admiration of travelers for more than a thousand years, and which stood 323 feet high in the corner of the most prominent square in Venice, suddenly collapsed to-day.

The ruins are piled up to a height of 100 feet, and the Piazza di San Marco and the adjoining squares are covered with debris and dust.

A little before the collapse a noise of falling stones within the bell tower warned the shopkeepers, workmen and tourists of the impending disaster, and all fled for their lives to the windows.

"The Campanile is falling!"

When the disaster was comprehended, Venetians were seen in the streets bemoaning the destruction of one of the oldest art treasures in the Kingdom.

Four of Sansovino's statues of Venetian nobles were demolished in the Sansovino loggia, while a beautiful example of a Paul Veronese painting was destroyed in the palace.

The wing of an angel from the top of the bell tower was thrown down to the front door of the Cathedral, smashing the Rondo column, which was hurled 35 feet, just escaping the column supporting the south angle of the Cathedral, and thus averting a more serious disaster.

Dust Cloud Spreads Over the City.

The fall of the tower produced a thick red dust, which spread like a hanging cloud over the city.

This with the rumbling volcanic noise, startled the inhabitants of the most remote suburbs. Thousands of soldiers and police aided in allaying the panic.

The first intimation of danger was the sudden appearance yesterday of a longitudinal crack in the corner of the wall facing the clock tower and the breaking of the windows.

A concert which had been arranged to be held on the piazza yesterday evening was stopped by order of the prefect, with the object of preventing a concourse of people.

The Deputies of Venice have telegraph